COLORADO TOWNS AND RESORTS

ISSUED BY HOTEL COMMITTEE

Silver Triennial Conclave

KNIGHTS TEMPLAR

DENVER 1892

Colorado Towns and Resorts

Issued by

Hotel Committee

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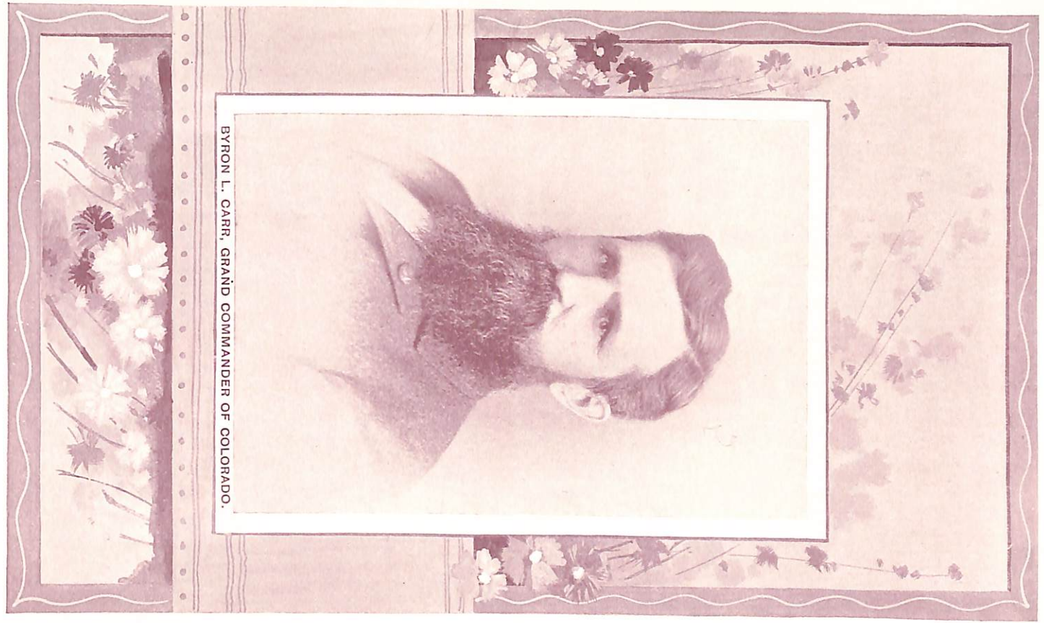

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COLORADO.

BY E. MERRITT COLE.

Land of silver, land of gold,
Land of lead and iron cold,
Land where precious gems are found,
Land where lie beneath the ground
Rocky reservoirs of oil,
Coal seams cropping through the soil,
Quarries that exhaustless yield
Stony crops from rocky field.
Land of flowers, fruit and vine,
Land of corn, of oil and wine,
Land of countless herds and flocks,
Land whose store of treasure mocks
Dreams of avarice most bold,
Land of silver, land of gold.
Land of mountain, land of plain,
Thee I love, but not for gain
That thy store of wealth invites;
Higher worth my love incites.

Here is found inspiring air,
Health that banishes dull care.
Mental buoyancy that springs
From the strength that climate brings.
Fair thy land in beauty lies,
Sea-like plains 'neath azure skies,
Mountain heights whose mighty maze
Never wearies raptured gaze.
Prairies carpeted with flowers,
Rocky pinnacles and towers—
Raised in grandeur by earth's jars
When together sang the stars—
Thunder carved with seam and gash,
Streams that down through canons dash,
Sparkling lakes like lovely gems
Set in mountain diadems:
These I love, O land of gold,
Better than thy wealth untold.

—*Great Divide.*

Mountain Peaks and Passes of Colorado.

SEVENTY-SIX IN NUMBER, WITH THEIR ELEVATIONS ABOVE SEA-LEVEL.

Sierra Blanca	14,464	Mount Yale	14,101	Mosquito Pass	13,700
Mount Harvard	14,383	San Luis Mountain	14,100	Mount Homestake	13,687
Mount Massive	14,368	Mount Red Cloud	14,092	Mount Ojo	13,640
Gray's Peak	14,341	The Wetterhorn	14,069	Spanish Peaks	12,720-13,620
Mount Rosalie	14,340	Mount Simpson	14,055	Mount Guyot	13,565
Mount Torrey	14,336	Mount Aeolus	14,054	Alpine Pass	13,550
Mount Elbert	14,326	Mount Ouray	14,043	Trinchara Mountains	13,546
La Plata Mountain	14,302	Mount Stewart	14,032	Mount Kendall	13,542
Mount Lincoln	14,297	Mount Maroon	14,000	Mount Buffalo	13,541
Buckskin Mountain	14,296	Mount Cameron	14,000	Mount Arapahoe	13,520
Mount Wilson	14,280	Mount Handie	13,997	Mount Dunn	13,502
Long's Peak	14,271	Mount Capitol	13,992	Cottonwood Pass	13,500
Quandary Peak	14,269	Horseshoe Mountain	13,988	Argentine Pass	13,100
Mount Antero	14,245	Snowmass Mountain	13,961	Tarryall Pass	12,176
James' Peak	14,242	Mount Grizzly	13,956	Fremont Pass	11,540
Mount Shavano	14,238	Pigeon Mountain	13,928	Berthoud Pass	11,349
Uncompahgre Peak	14,235	Mount Blaine	13,905	Ute Pass	11,200
Mount Crestones	14,233	Pyramid Mountain	13,895	Mount Bellevue	11,000
Mount Princeton	14,199	Mount Frustrum	13,883	Marshall Pass	10,852
Mount Bross	14,185	Mount White Rock	13,847	Hayden Pass	10,780
Mount of Holy Cross	14,176	Mount Hague	13,832	Tennessee Pass	10,418
Baldy Mountain	14,176	Mount R. G. Pyramid	13,773	Cochetopa Pass	10,032
Mount Sneffles	14,158	Silver Heels Mountain	13,766	Breckenridge Pass	9,490
Pike's Peak	14,147	Mount Hunchback	13,755	Veta Pass	9,392
Castle Mountain	14,106	Mount Rowter	13,750	Trout Creek Pass	9,346

Seventy-two peaks between 13,500 and 14,300 feet in height are unnamed and not in this list.

ASPEN.

ASPEN has been generously lavished by Nature with innumerable blessings. The climate is magnificent. During the summer months constant breezes from snow clad peaks temper the climate to a delightful coolness. With a population of 10,000 progressive people, electric light, perfect system of water works and sewerage, street cars, in fact every modern improvement possessed by cities of 50,000.

The First National and J. B Wheeler & Co. are among the strongest banking and financial institutions in the West.

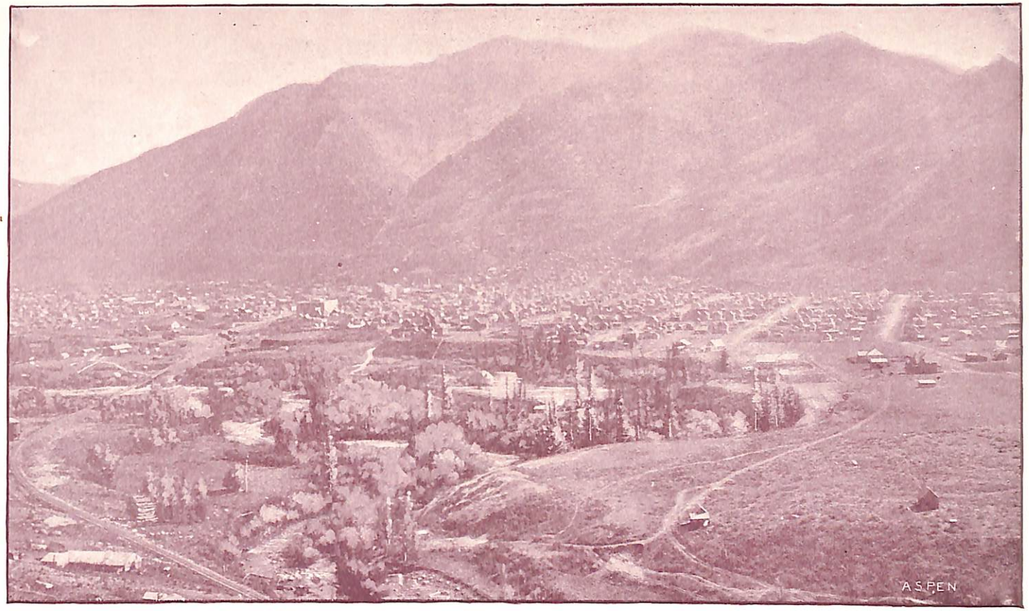
The production of precious metals from this camp during 1891 was $10,000,000. Aspen has the most famous mines; latest improved mining machinery; the largest pump ever manufactured for mining purposes; the first electric mining machinery made was ordered by an Aspen mine. Several of the larger properties are lighted by electricity.

The Hotels Jerome and Clarendon would be creditable to Chicago: within a half dozen blocks of either hotel, several great mines are located where especial attention is given to tourists and visitors.

The Colorado Midland and Rio Grande Railroads furnish a complete train service: four trains on each road arrive and depart daily. Aspen is only a trifle more than forty minutes ride on either of these roads from Glenwood Springs, the famous bathing resort where is located the largest swimming pool in America.

A few days spent here viewing the wonderful scenery, wealth producing mines and a city of homes, in August, is a treat fully appreciated by visitors from every part of the globe.

Regular round trip fare from Denver, via Denver & Rio Grande or Colorado Midland Railways, $25.70; during Conclave, $12.85. Principal hotels are the "Jerome" and "Clarendon."



BOULDER.

BOULDER is the county seat of Boulder County, one of the most attractive towns in the State, and is twenty-nine miles northwest of Denver; it might be called a suburb of that metropolis. It has a population of 5,000, and is 5,650 feet above the sea level. It is located in the beautiful valley bearing the same name, and at the mouth of Boulder Canon; one of those wonderful clefts hewn in the bowels of the Rockies by Dame Nature, whose magnificent scenic grandeur has made Colorado famous. This canon is Boulder's Park, and is easily accessible by a good wagon road.

In addition to the beauty of the place and its surroundings, many resources add to its value from a commercial standpoint, among which might be mentioned the abundance of coal, and the gold and silver bearing mines which abound in the immediate vicinity. The town is bounded on the north and east by an agricultural and horticultural region which is unsurpassed in the state, making it a desirable place for permanent residence, either for health or investment.

Two trains each way a day now run between Denver and Boulder, and it is promised that ample transportation facilities will be furnished during the Silver Triennial Conclave to those who would care to make this their headquarters. The very low round trip fare mentioned below will be in force during the limit of excursion tickets issued for attendance at the Conclave.

A warm welcome will be extended by the members of the Local Commandery K. T. to all visiting fraters.

Regular round trip fare from Denver, via Union Pacific Railway, $1.60; during Conclave, $1.20. The principal hotels are the "Bowen" and "Brainard."

BRECKENRIDGE.

BRECKENRIDGE, the county seat of Summit County, is one hundred and ten miles from Denver and is located in the center of three prominent mining districts. It is 9,660 feet above sea level. Fish and game are abundant The streams are full of mountain trout. Mineral springs are numerous and healthful, the scenery grand and unsurpassed in the world. As a summer resort Breckenridge has no superior. The climate from Spring to late Autumn is unequaled. It has water works supplied from never-failing mountain streams. An electric light plant is now in progress. The camp is rapidly coming to the front as a great producer of gold, silver, lead and copper, the shipments of ore having gained 60 per cent. within the last four years.

Farncomb, and all the surrounding hills have produced millions in crystalized gold leaf and flake specimens—**THE FINEST IN THE WORLD.**

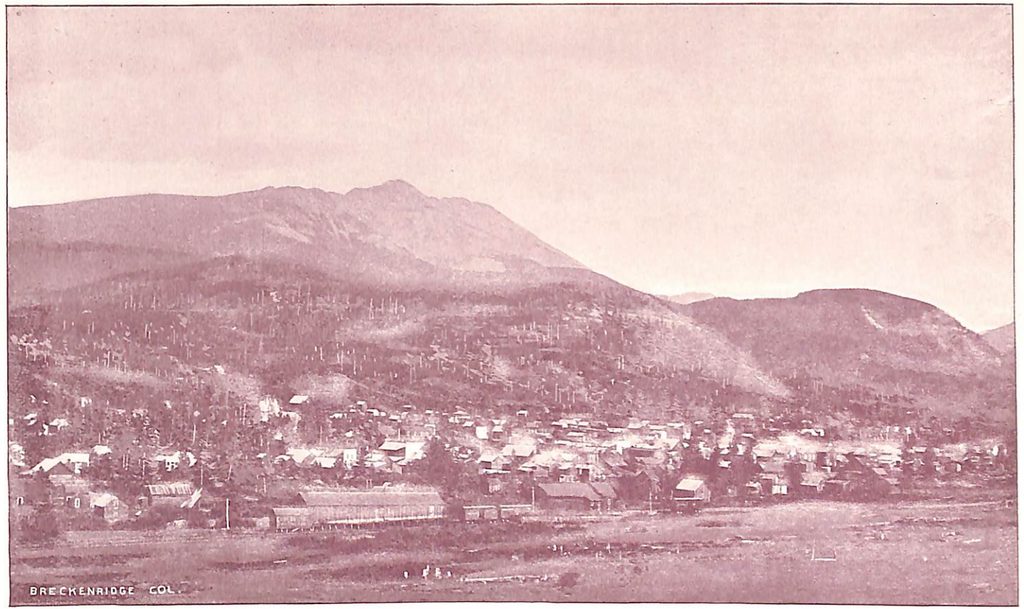
The camp will show several hundred thousand dollars in these specimens at the "World's Fair," something that cannot be excelled. Gold yield from placer mines between $30,000,000 and $40,000,000. Gold and silver yield from other mines over $14,000,000, since 1863.

Several mines now produce from $5,000 to $40,000 per month, each. Mining timber is abundant.

Large tracts of mineral bearing territory yet unexplored.

Prof. Carter's museum, a remarkable collection of birds and animals of Colorado, yearly attracts hundreds of delighted visitors. His collection of buffalo is the finest in the United States.

Regular round trip fare from Denver, via Union Pacific Railway, $11.80; during Conclave, $5.90; principal hotels, "The Denver" and "Arlington."



Buena Vista.

BUENA VISTA is the county seat of Chaffee County, one hundred miles from Denver, and is located in the valley of the Arkansas, near the foot of the famous Princeton, Yale and Harvard Peaks; being a resort of 2,500 inhabitants.

The situation of Buena Vista is exceptional as regards climate, and is rapidly increasing as the center of an agricultural and mining district.

The Arkansas River, rushing down from the north, between the Park and Sagauche Ranges, enters a picturesque and fertile valley which stretches away southward twenty-eight miles.

Its most distinctive feature is the wonderful, natural growth of trees; cottonwoods and giant pines dot the landscape, while on the higher mesa lands, and even in the town limits, flourishes the picturesque pinon.

The scenery from the town itself, and from every coign of vantage that can be gained by walk or drive, is superb. The College peaks already mentioned as lying west of the town, attain an altitude of over 14,000 feet. Mount Harvard, rises 14,311 feet, being the second in height of the Rocky Mountains.

For the tourist and invalid Buena Vista offers special attractions, both as a summer resort and as a permanent residence. The walks in its vicinity are filled with delightful nooks of shade, rivalling, in their sylvan beauty, the famous resorts of New England.

At a pleasant driving distance of five miles west of Buena Vista are situated the celebrated Cottonwood Hot Springs, and their efficacy in cases of rheumatism, lead poisoning, cutaneous diseases and general debility are now well proven.

Nine miles from Buena Vista, in a southwesterly direction, are Haywood Hot Springs, similar in their nature to the above.

Regular round trip fare from Denver, via Union Pacific, Denver & Rio Grande or Colorado Midland Railways, $9.60; during the Conclave, $6.00. The principal hotels are "The Princeton" and "The Lakewood."

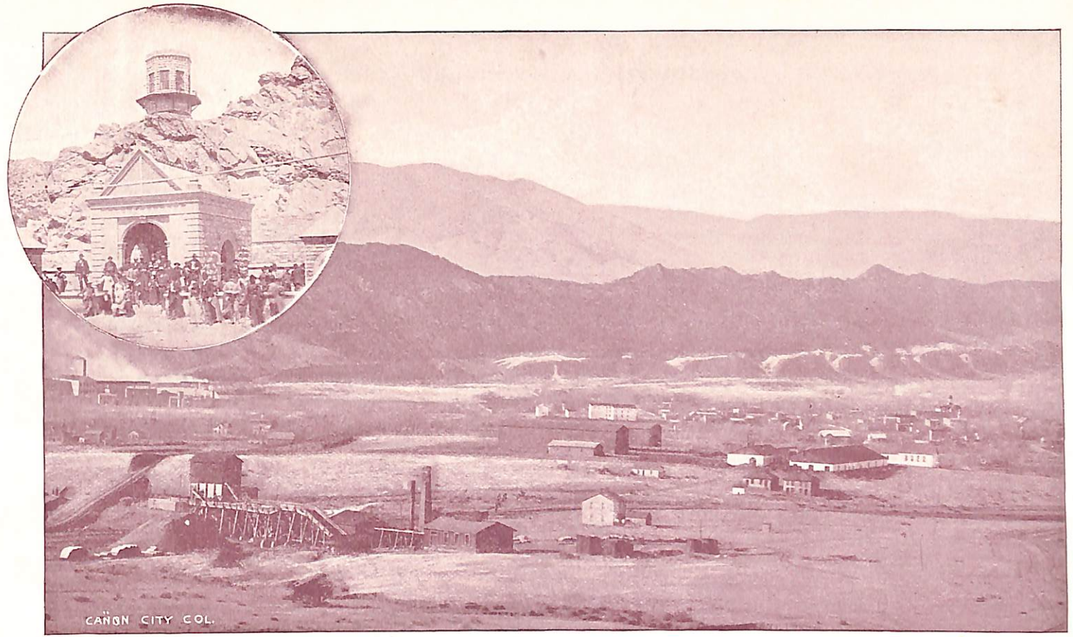
CANON CITY.

CANON CITY, with her mile-high homes, one hundred and sixty miles from Denver, opens wide her doors in welcome to the sword-bearers gathered from all parts of this fair land. The future of this city is based on many substantial elements of wealth. Under the guidance of 4,000 thrifty souls in Canon City, great results have been accomplished. The near-by mountains are her storehouses of wealth; her valleys yield profit and pleasure. Her balmy climate is seldom equaled.

Canon is young but progressive; she has railroad, telegraph, telephone, water and electric light companies. From the Court House tower a vast panorama meets one's eye; in the distance the oil wells of Florence are seen which supply five states; yonder is the famous Canon City Coal Basin, annually producing 500,000 tons, and thus disbursing nearly one million dollars each year; in another direction are the immense quarries. Wherever the eye rests are evidences of a city, delightful in location; substantially built and well regulated. The perfect system of irrigation may be new—if so, unique—to Eastern visitors. There is a charm in these surroundings which pen cannot describe. Here life's comforts cost but little, while her joys are intensified.

Charming drives now abound where, in 1805, Pike rested ere his discovery of the Peak. Following in his wake came the Cherokee party of gold-seekers. Gen. Jno. C. Fremont; other explorers, and the hardy trappers who blazed the way for civilization, along the banks of the now fruit-girded Arkansas, and through the then pathless defiles. Before returning to your homes, Canon City invites you to breathe her air, walk her streets, taste her products, enjoy her thrift and share her hospitality.

Regular round trip fare from Denver, via Denver & Rio Grande or Atchison, Topeka & Santa Fe Railways, $9.60; for the Conclave, $6.00. The principal hotels are the "McClure House" and the "Saint Cloud," capable of accommodating one hundred and fifty guests.



Gilpin County.

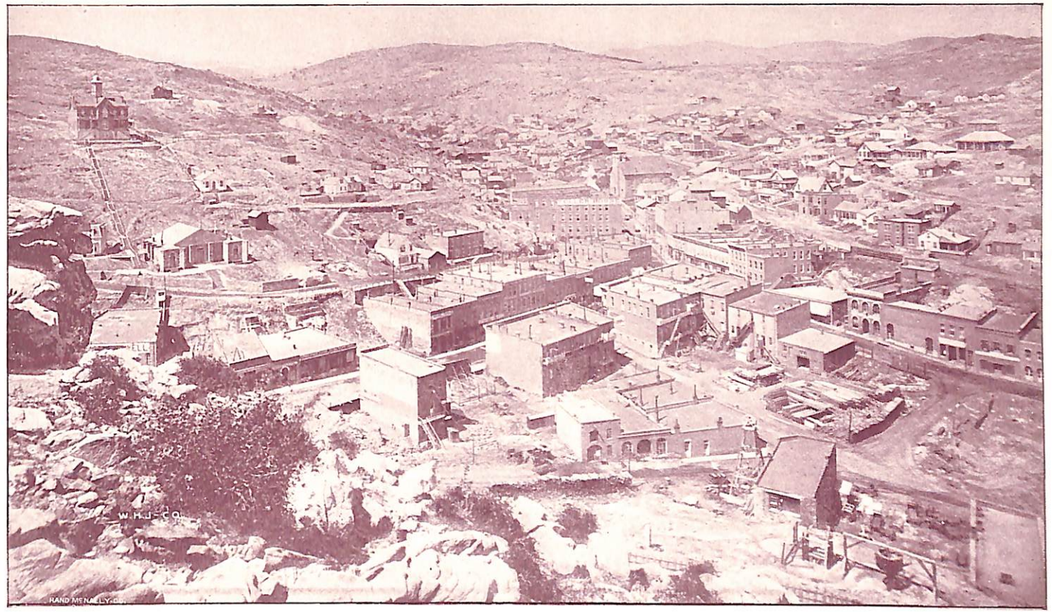
CENTRAL CITY is the county seat, a town of 3,000 people; but with Black Hawk and Nevada adjoining, all practically making one town, the population is nearly three times this number. This county, in area, is the smallest in the state, but it contains some of the richest and most valuable mines, both of gold and silver, yet discovered. It was here, within what is now the corporate limits of these towns, that the first valuable lode mines in the state were discovered and profitably worked. Ever since 1859, when mining was commenced, the product of this county has run up to millions every year; in fact, this small district has added more than seventy millions of dollars, mostly gold, to the currency of the country.

In no other place in the world is mining carried on in such a systematic and business-like manner. There is no excitement about it; it is a regular every-day business, carefully, economically and profitably conducted. Here are mines two thousand feet deep, with miles of under-ground workings; quartz mills, and other mining industries that will well repay a visit and careful examination.

Trains leave Denver in the morning, reaching Central City early in the forenoon, and return in the afternoon, giving five or six hours for sight-seeing. In the afternoon, there is a train which returns the next morning.

The altitude is 8,000 feet, and the summer nights are delightfully cool. Hotel accommodations are excellent and reasonable.

Regular round trip fare from Denver to Central City, via Union Pacific Railway, $2.80; during Conclave, $1.85. Principal hotel, the "Teller House."



Colorado Springs.

COLORADO SPRINGS, the famous health and pleasure resort of the Rocky Mountain region, is seventy-five miles south of Denver, at the foot of Pike's Peak, and in the midst of scenery unrivalled upon the continent. Within a radius of six miles are such world-famous scenic features as the Garden of the Gods, Manitou Springs, the Cheyenne Canons, Glen Eyrie, Monument Park, and a dozen others, all within easy riding or driving distance, over superb natural roads. Manitou and Cheyenne Canons being likewise accessible by electric railway.

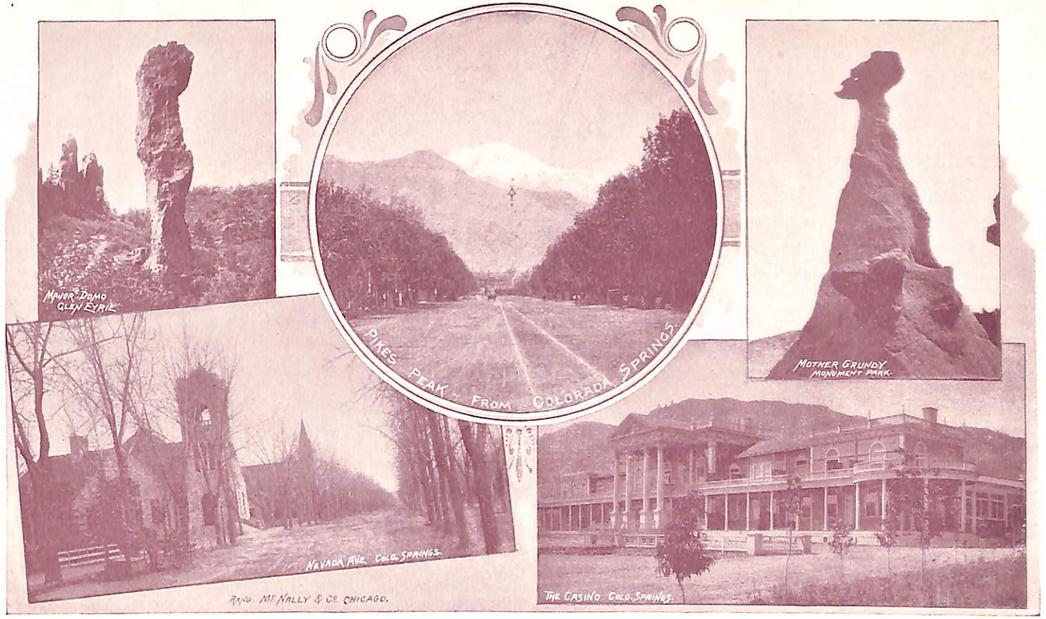
The altitude of Colorado Springs is 6,000 feet above the sea, and its climate the year round has no superior upon the globe. Its population of 13,000 is composed largely of the leisure class, attracted by its charms of climate and scenery, and it is annually visited by thousands of health and pleasure seekers. Beautiful and costly residences line its shaded avenues.

Visitors to Colorado Springs, while having close at hand for their enjoyment a wealth and variety of natural scenery unmatched upon the continent, have also at their command most of the advantages, comforts and conveniences of modern city life. Colorado Springs is amply provided with hotels of the several classes, and with large numbers of boarding houses, rentable cottages and villas.

It has twenty-five miles of finely equipped electric railway, is lighted by electricity, is supplied with purest water piped from the base of Pike's Peak, and has a complete sewerage system. It is the seat of the State Mute and Blind Institute, of the Childs-Drexel Home for Union Printers, and of Colorado College, which is taking high rank among the educational institutions of the land. It has numerous church edifices; its public schools are excelled by none; it has a beautiful opera house, seating 850; flourishing clubs, and the Broadmoor Casino, which ranks with similar establishments found at the French, German and Italian spas.

Six lines of railway center in Colorado Springs, connecting it with all points north, east and south, and with the mining camps and great scenic features of the westward-lying mountains.

Regular round trip fare from Denver, via Denver & Rio Grande; Atchison, Topeka & Santa Fe; Colorado Midland; Chicago, Rock Island & Pacific Missouri Pacific, and Union Pacific (Fort Worth division) Railways, $4.50; for Conclave, $2.00. Principal hotels are the "Antlers," "Alamo," "Grand View," "Red Elk," and "Spaulding."



DURANGO.

DURANGO is beautifully located in the southwestern part of Colorado, four hundred and fifty miles from Denver, on the Animas river, at an elevation of 6,500 feet, with a population of four thousand souls. It is the terminus of the Denver & Rio Grande Railroad, with a branch to Silverton and Red Mountain, and is also the terminus of The Rio Grande Southern, connecting with Rico, Telluride, and the West. It is admirably located for handling ores; its "down hill haul" from the rich mining districts of Silverton, Red Mountain, Ironton, Telluride and Rico, has given this fair city the well-deserved title, "The Smelter City of the Silver San Juan."

Durango is the center of an immense farming country and stock region, surrounded by forests of first class timber, thus supporting a number of large sawmills. It has electric lights; water works owned by the the city; street railway system; fine brick hotels; business blocks of handsome stone and brick; two substantial banks; school property valued at $50,000; church property valued at $100,000, and the San Juan Smelter, employing three hundred men. The Posey-Crawford syndicate is now erecting another large smelter. The Durango Ore Sampler is one of the finest in the State. The coal mines have a capacity of 800 tons daily output. There are immense coke ovens; large iron works, two flour mills, and many wholesale and retail stores. The amount expended in buildings and improvements in 1890 was $500,000; in 1891 it exceeded $750,000. Prosperous; well located; peopled by men of pluck, polish and push, Durango invites pleasure seekers and profit makers.

Regular round trip fare from Denver, via Denver & Rio Grande Railroad, $31.50; for the Conclave, $20.00. The principal hotels are the "Strater," "Palace" and "Blain."

Fort Collins.

Fort Collins, the county seat of Larimer County, is seventy-one miles from Denver, and is situated in the Cache la Poudre Valley, five miles east of the mountains, and forty-five miles south of Cheyenne. It was incorporated as a city in 1883, and has a population of 2,500. It is 4,972 feet above sea level. This is the chief distributing point for one of the largest and richest agricultural and stock-raising sections of Colorado, and its importance as a commercial center is conceded by all.

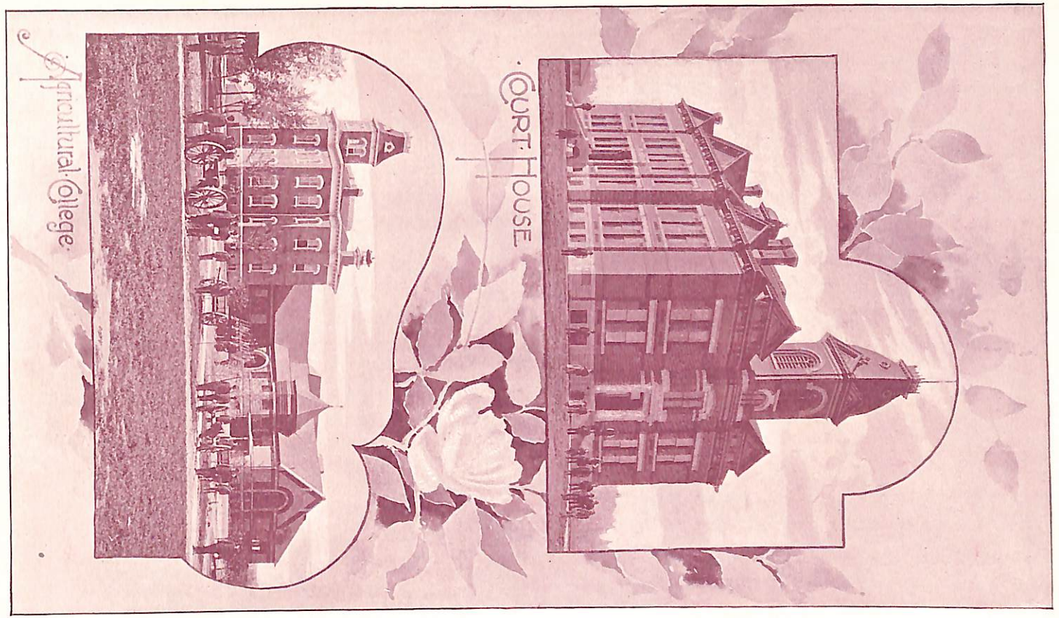
Its religious, educational and social privileges are not surpassed in any town of equal size in the State.

Fort Collins is lighted by electricity, and supplied with pure water from mountain streams through its own system of works. Fine churches, schools, hotels and other public buildings are among its prominent features.

THE STATE AGRICULTURAL COLLEGE is located upon a farm of two hundred and forty acres on the south side of the City of Fort Collins, and adjoining its corporate limits. It is a State institution and is well endowed. The College was first opened to students September 1st, 1879, and now has an annual attendance of one hundred and fifty students, of both sexes. The College now comprises the following departments of instruction, all thoroughly equipped with buildings and apparatus: History, Literature and Language; Chemistry and Geology; Mechanics and Drawing; Physics and Engineering; Botany and and Tactics; Economic Sciences; The Agricultural Experiment Station.

Fort Collins is the terminus of two railroads, on which six trains depart daily for Denver, and three for Cheyenne.

Regular round trip fare from Denver, via Union Pacific Railway, $3.70; for Conclave, $2.75. The principal hotel is "The Tedmon."



GEORGETOWN.

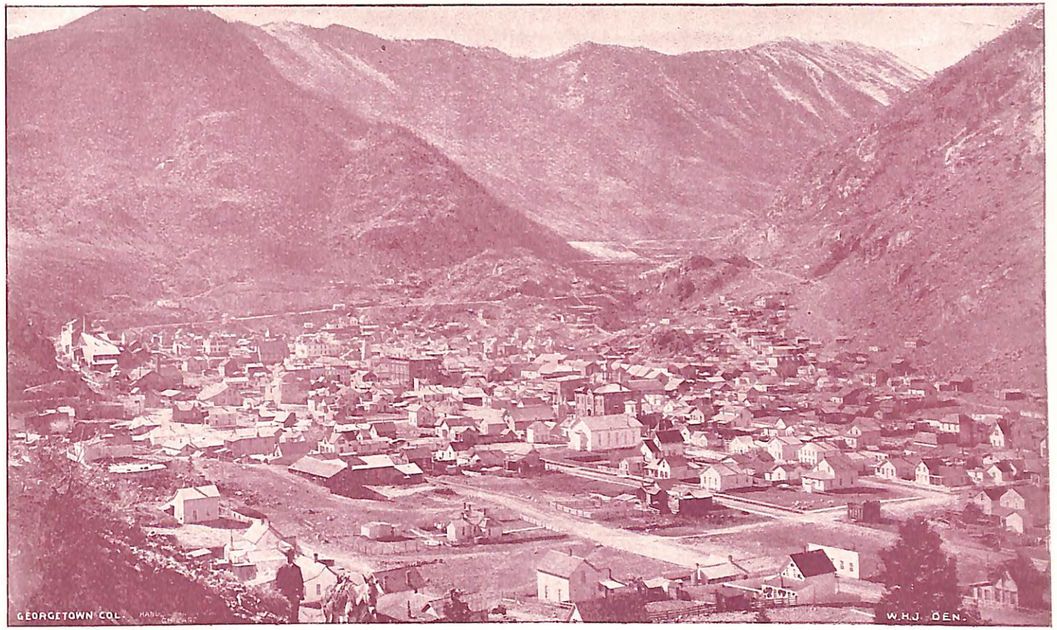
GEORGETOWN is a picturesquely located mining town—known as the "Silver Queen;" is located on the Colorado Central Branch of the Union Pacific Railway, fifty-one miles from Denver, at an altitude of 8,476 feet. It is the county seat of Clear Creek county; has a population of 3,500, and is the center of a large and prosperous silver mining district. Silver was first discovered in Colorado near Georgetown in 1865, and this district has had a steady and increasing production of the white metal ever since.

Georgetown has many attractions for the tourist or health-seeker, one of the finest climates in the world. Among points of interest in the immediate vicinity are: Green Lake—a veritable mountain emerald—distant two miles, at an elevation of 10,000 feet; Argentine Pass, distant ten miles, at an elevation of 13,100 feet, is one of the highest wagon roads in the world. The famous "loop" on the Colorado Central Railroad is made just outside the city limits.

Georgetown has two Lodges A. F. & A. M., Chapter of R. A. M., and Commandery K. T., and the Masonic Hall is one of the most convenient and complete in the State.

Georgetown is well provided with hotel accommodations, has gas works, electric lights, fine water service, excellent system of sewage, and is connected by daily stage line with Middle Park, where the best hunting and fishing in the state is to be found.

Regular round trip fare from Denver, via Union Pacific Railway, $3.75; during Conclave, $2.00. Leading hotels: "The Barton," "Hotel de Paris," "Stanton," "Elliott" and "City."



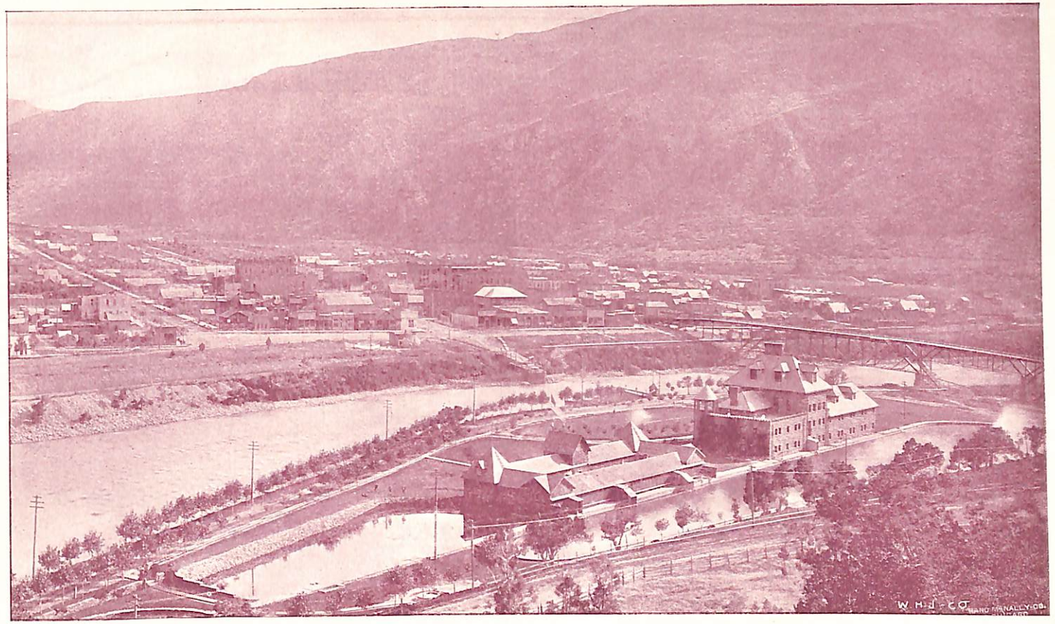
Glenwood Springs.

GLENWOOD SPRINGS is the county seat of Garfield County, two hundred and ninety-five miles from Denver; this is one of the largest and wealthiest counties in the state, one of the grandest pleasure resorts in the West and considered by many the finest in the world. Here are located Hot Medicinal Springs, celebrated the world over, which have been converted into a mammoth pool, connected with which is a magnificent structure elegantly fitted with bathing privileges of all kinds. A magnificent hotel is also attached. All tourists go to Glenwood Springs for a plunge in the pool. Gilmore the famous musician, says that he has seen all of the resorts but this is the finest.

Glenwood Springs is located in the most charmingly picturesque region of the Rocky Mountains. It is surrounded by enchanting scenery and all that is attractive to pleasure seekers. Colorado's greatest river, the Grand, sweeps majestically through the town and the many tributary streams furnish good trout fishing. The neighboring mountain tops provide splendid hunting, there being an abundance of elk, deer and all kinds of game

Glenwood Springs has a fine climate, pure air and the pure water of the mountains. It is supplied with fine churches and schools and has very select society. It is the home of capitalists and the surrounding country is rich in agricultural, horticultural and metaliferous advantages.

Regular round trip fare from Denver, via Denver & Rio Grande or Colorado Midland Railways, $25.70; for the Conclave, $12.85. Principal hotels are the "Hotel Glenwood," and "Barlow."



GREELEY.

GREELEY, the county seat of Weld County, has a population of 3,000, situated in the valley of the Cache la Poudre, the richest agricultural region of Colorado. Greeley is a typical New England town, and was founded in 1870 by the Union Colony of Colorado, being named after New York City's great editor, who was the first treasurer of the colony. Here farming by irrigation was first practiced on a large scale, and here the visitor will find this method in its highest development; the famous Greeley potato being the largest product.

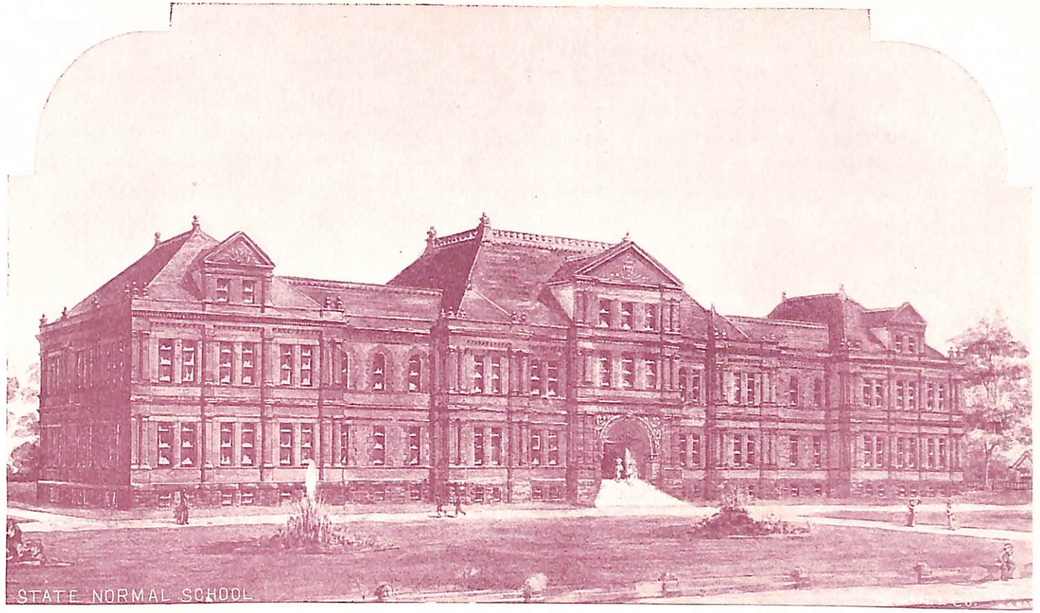
The postoffice does a business of over $10,000.00 annually, more than double the amount common to cities of this size. Her business buildings are solid and substantial, and are all occupied, showing it to be a business center of no small importance. Still, it is pre-eminently a city of homes and of educational advantages, of churches and social organizations. Its public schools are not surpassed in the West. It is the seat of the State Normal School, a very prosperous institution, established by an act of the Legislature in 1889. There are now two hundred students in annual attendance. The trustees have made special effort to secure a strong faculty. No school in the country, of the same kind, is equipped to do better work. It is thoroughly a training school for teachers.

The complete prohibition of the liquor traffic and the absence of gambling houses has made it the home of a class of sober, industrious people, who are loyal to the interests of the town and a guarantee of the continued exclusion of the saloon.

Greeley is prospering in the line of these advantages, which will continue to attract the fathers and mothers who have the welfare of their children at heart.

The visitor will find ample and comfortable accommodations in her hotels, the "Oasis" being one of the finest in the state outside of Denver.

Regular round trip fare from Denver, via Union Pacific Railway, $2.80; during conclave, $2.10.



STATE NORMAL SCHOOL

Green Mountain Falls.

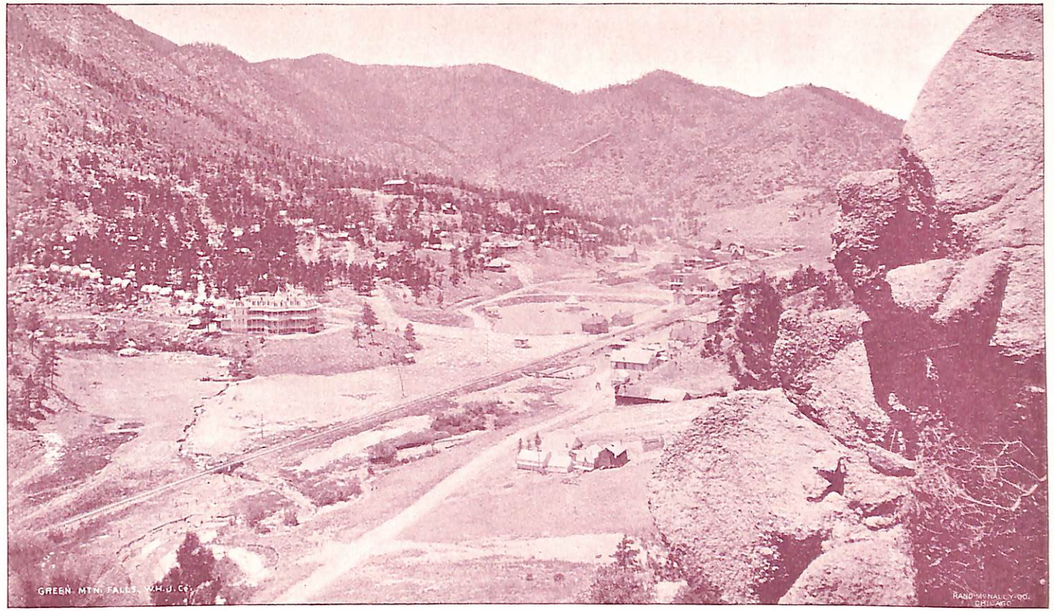
GREEN MOUNTAIN FALLS is located on the Colorado Midland Railway, fifteen miles west of Colorado Springs, being ninety miles from Denver, at an altitude of 8,000 feet. This charming resort is owned by "The Green Mountain Falls Town & Improvement Company." Green Mountain Falls has two mountain streams and a handsome lake filled with speckled beauties. Its grandeur of scenery, cool, bracing atmosphere, abundant foliage, facilities for boating and fishing, superb hotel and cottage accommodations, accessibility and charming surroundings, combine to make it one of the most popular summer and winter resorts in the land.

The town site comprises one thousand acres beautifully laid out, and traversed by romantic walks and drives. The water is abundant and pure, and is carried to all parts of the town by one of the best and most complete water systems in the state.

Green Mountain Falls is completely surrounded by mountains, whereby it is protected from winds and storms. Six daily trains run each way between Colorado Springs and the Falls, which furnishes the traveling public with every facility for visiting the place.

The Green Mountain Falls "Echo," a paper devoted to Colorado in general and the town in particular, will be sent to any address on application to The Green Mountain Falls Town & Improvement Company; the officers of which are I. d. Woodworth, President and Treasurer; M. H. Smith, Vice President; F. E. Dow, General Manager and Secretary.

Regular round trip fare from Denver, via Colorado Midland Railway, $7.50; during the Conclave, $2.50. The principal hotels are "Terrace" and "Green Mountain Falls"



GUNNISON.

GUNNISON, the county seat of Gunnison County, two hundred and ninety miles from Denver, located on the western slope of the Continental Divide, at the foot of Marshall Pass, and the head of the Black Canon, is one of the principal points of interest to tourists in Colorado. It is 7,649 feet above the sea level. This is the junction of the Denver & Rio Grande and the Denver, Leadville & Gunnison Railroads, and their gateway to the Pacific Coast; also the center of the coal and iron interests of western Colorado.

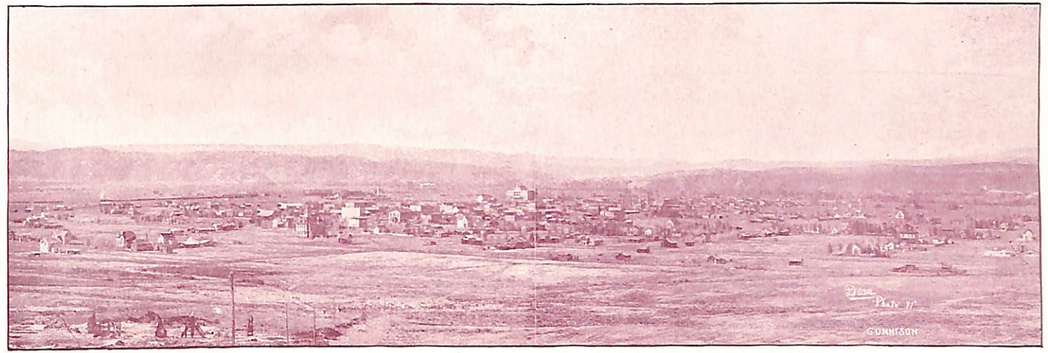
Gunnison County has an area greater than the States of Rhode Island and Delaware combined, is traversed by lofty mountains, seamed with mineral veins; with fertile valleys devoted to agriculture and stock-raising, and over five hundred miles of streams and rivers.

This vast area, its mountains and plateaus, the home of the grouse, elk, deer and bear, its rivers abounding in speckled trout, is the paradise of the sportsman.

This mountain resort has the largest and finest hotel in western Colorado: "The La Veta."

The town is situated at the confluence of the Gunnison and Tomichi rivers, affording excellent trout fishing within one mile of the hotel. Wagon roads and railways radiate from this point, following various streams almost to their sources, giving ready access to the mines and points of general interest.

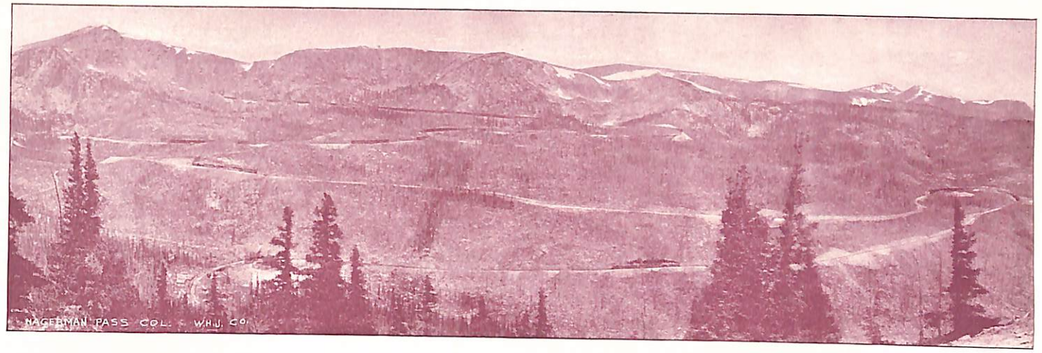
Regular round trip fare from Denver, via Denver & Rio Grande or Union Pacific Railways, $15.70; during Conclave, $9.80. Principal hotel, "The La Veta," capacity 500.



Hagerman Pass.

Hagerman Pass is on the Colorado Midland Railway, "Pike's Peak Route." The line crosses the three great ranges of the Rocky Mountains in Colorado, and climbs as many lofty passes; traverses three canons which are peculiarly typical of the wild and rugged, the mild and beautiful, and the awful and sublime in mountain scenery; follows the beautiful valleys of two of the greatest rivers of Colorado; crosses one of the three greatest parks lying within the chain of Rocky Mountains; passes through the leading summer resorts of the state; touches the two greatest mining camps of the world, and all the way, over a solid and magnificent road-bed, on a line which for railway engineering is the wonder of the world.

The road extends west over the Hayden Divide; down to and through Granite Canon; across South Park; over Trout Creek Pass and down to Buena Vista in the Arkansas Valley, and thence to Leadville. The route from Leadville west is over the Saguache Range, or Continental Divide. At Arkansas Junction the Midland commences the ascent of Mount Massive, one of the great mountains of the Saguache, towering to a height of 14,368 feet. The manner in which the road climbs this great mountain is one of the marvels of railroad engineering. From the first rise to the point where the tunnel penetrates the mountain, there is not a foot of straight or level road. The line winds in and out, doubles and re-doubles, until at the summit, in looking down, one can see the road five times in the valley below hundreds and hundreds of feet. The loop, almost a perfect horseshoe, carries the line over a seemingly impassable canon, coming back to almost the very point from which it started. The mouth of the tunnel is 11,528 feet above sea level, but still nearly three thousand feet from the summit of the mountain. Timber line is quite a considerable distance below, and it is wonderful to note the changes in the vegetation and character of the mountain as the ascent is made. Beginning with the rich growth in the valley, the trees become gradually stunted, and finally disappear entirely at timber line. The wonderful growth of mountain flowers continues beyond the line where the trees disappear, and goes to the very edge of the eternal snow on the mountain side. The transition from summer to winter scenes is one of the marvels of Hagerman Pass. On the western slope this scene is again repeated, but in a wilder and more fantastic manner



Idaho Springs.

Idaho Springs is a mountain city of pretty homes, reached by the Colorado Central Railway, through Clear Creek's Grand Canon; but two hours ride from Denver. Elevation 7,500 feet. Mountains surround it on all sides, the snowy range being but a few miles away. Climate fine, cool in summer, pleasant winters. Picturesque mountain roads lead from the town to adjoining mining camps; one of the prettiest drives being to Echo and Chicago Lakes.

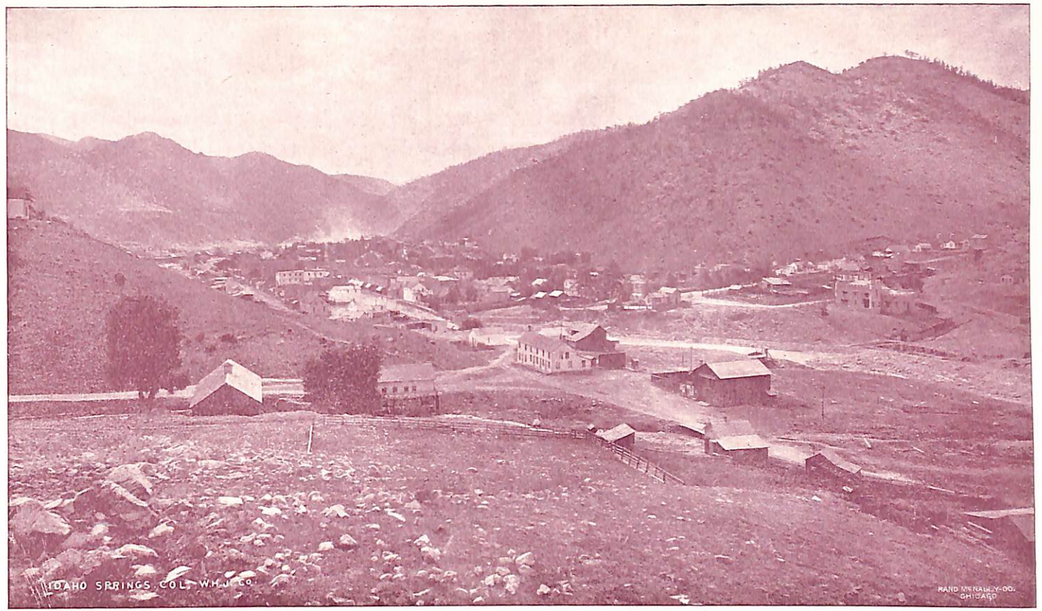
It is the oldest mining camp in Colorado. Twelve concentrating mills work up the ore product from over a hundred surrounding mines, whose combined underground passages exceed fifty miles in length. The mineral production averaging $1,500,000.00 yearly.

Named from the Hot Soda Springs situated in the eastern part of the town, whose waters are delicious as a beverage and unexcelled for bathing. The hot tunnel baths are very effective in the cure of rheumatism and kindred diseases.

The people are busy, progressive, believe in wide, well graded streets, good buildings—nearly all the business structures being brick—have a fine natural pressure water system, sewers throughout the town, electric lights, fire and police departments

Mining, milling, banking merchandising and all other lines of business well represented. Two first-class hotels. Three newspapers flourish. Population 2,500.

Regular round trip fare from Denver, via Union Pacific Railway, $2.60; during Conclave, $1.50. Principal hotels are "The Loraine" and "Sangston."



Lake City.

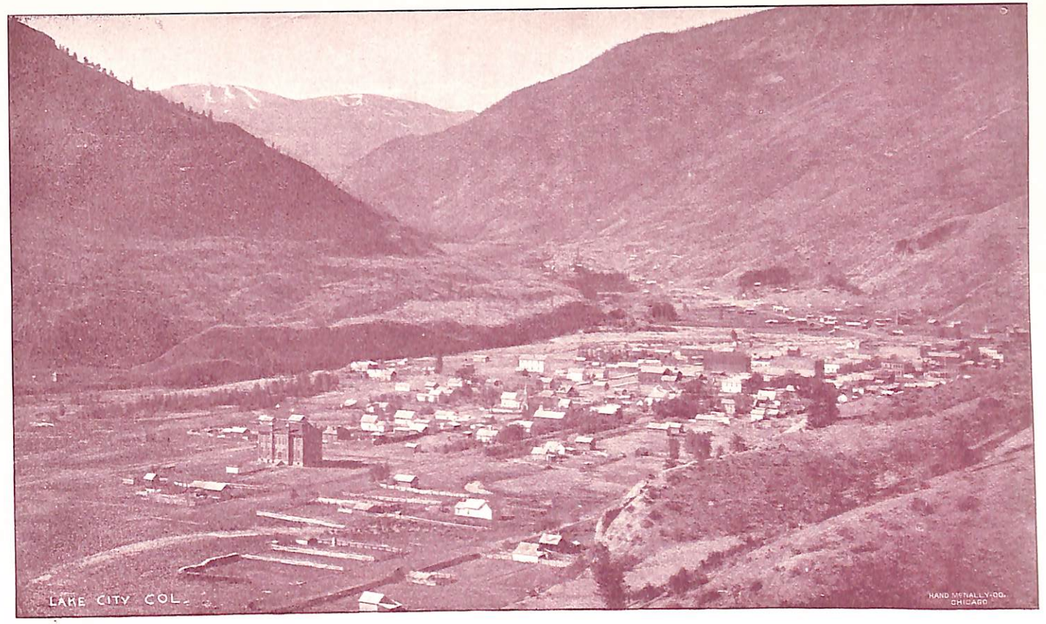
LAKE CITY is veritably a revelation of mountain beauty and grandeur, three hundred and fifty-two miles from Denver, 8,604 feet above sea level. Is the terminus of the Lake Fork Branch of the Denver & Rio Grande Railroad, on the northeastern slope of the San Juan Mountains, and the gateway to that vast and marvelous region of gold, silver, lead and copper mines. A town with fine surrounding advantages, growing rapidly and with modern improvements. A lively mining camp, with the fine accessories of famous mountain scenery; with splendid facilities and attractive features as a pleasure and health resort.

First-class systems of water works and electric lighting. Handsome churches, excellent schools, and prosperous lodges of A. F. & A. M., R. A. M., I. O. O. F., and other societies. An active, energetic and hospitable people. Large fields of chalcedony crystals, geodes and other mineral curiosities, convenient and easily reached. Splendid hunting and fishing in neighboring streams, parks and valleys.

The most beautiful and longest lake in Colorado, three miles above town. Lovely falls and picturesque canons all around.

The climate is gloriously healthy. Surrounding roads are noted as among the best in the state. Easy mountain climbing to the highest summits. Healthful mineral and thermal springs convenient. No prettier or more delightful place for a summer vacation could be selected than Lake City, in the heart of the San Juan Mountains.

Regular round trip fare from Denver, via Denver & Rio Grande Railroad, $27.00; for the Conclave, $13.50. The principal hotels are the "American," "Occidental," "Pueblo" and "Delmonico"



LEADVILLE.

LEADVILLE: That word of ordinary sound and of literal and apparent common-place significance, is really suggestive of the material and industrial marvel of the age. Since 1879 Leadville has added $170,000,000 to the world's stock of the precious metals: this sum is equal to 20 per cent. of the total production of the United States; an amount sufficient to pay the outstanding indebtedness of every county in the United States and Territories. Since July, 1880, the tonnage of this city would fill a train of cars reaching from New York to San Francisco and a thousand miles into the ocean. One-third of the lead consumed in the United States has been produced here. The transactions of the Leadville postoffice, from 1879 to 1892, aggregate $8,244,575.94. Since 1879 Leadville has paid into the treasury of the nation the following sums: Net profits of the postoffice, $217,385.39; internal revenue, $724,199; land office, $612,138.45. The government has made a direct profit of over $14,000,000 from the coinage of its silver. This city consumed 651,420 tons of coke, 701,710 tons of coal, 25,000,000 bushels of charcoal, $8,000,000 worth of timber, and has paid out over $50,000,000 for labor in mines and smelters alone. The population is 20,000: altitude 10,150 feet above tide water.

The scenery of Leadville is unsurpassed on this continent. The city is surrounded on all sides by mountain ranges from 11,000 to 12,000 feet above the sea, with three peaks exceeding 14,000 feet.

In Leadville, ice water is God's free gift. Leave fans in the valley and bring light overcoats and wraps.

Regular round trip fare from Denver, via Denver & Rio Grande, Union Pacific or Colorado Midland Railways, $12.80; for the Conclave, $8.00. Principal hotels are "The Kitchen," and "Graham."

LONGMONT.

LONGMONT may be regarded as a community rather than as a city, a large section of the richest farming lands in Colorado being directly tributary to the town, with a prosperous and enlightened class of farmers whose interests all center there. Its community interests include an area of about ten miles square, with a total population of about 10,000 people.

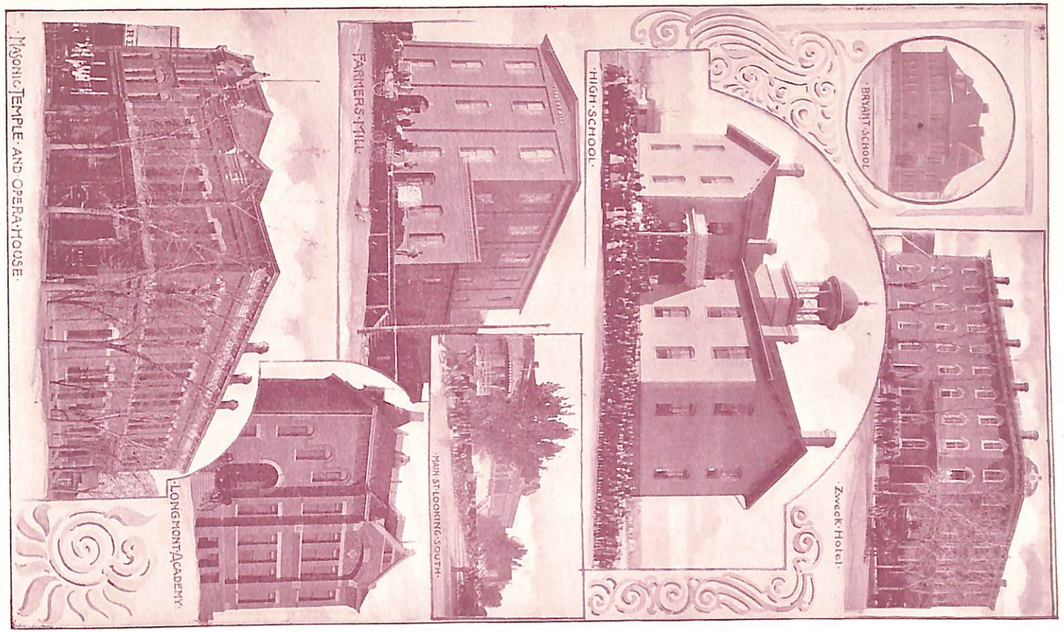
Its farms are under a high state of cultivation, and abundantly supplied with water for irrigation by means of a system of reservoirs and canals, valued at from $4,000,000 to $6,000,000. Land, with good water rights, is valued at $30 to $100 per acre. Its main agricultural interest is wheat, but all farm products and fruits of this latitude are grown with profit. Stock raising is a leading industry, alfalfa, yielding six to nine tons per acre, furnishing abundant forage, and the fine horses and cattle of the region are noted throughout the state.

The town is beautifully located on a high bluff overlooking the St. Vrain Valley. It has broad, well-shaded streets, fine public buildings and comfortable homes; is lighted by electricity and has a system of water works excelled by none in the state.

It has three banks, eight churches, two public schools and an academy, all in a prosperous condition; three flouring mills, with an average capacity of 1,400 sacks per day; four grain elevators, a creamery and a canning factory with an output of 20,000 cans per day in the season. The ordinary lines of business are well represented and prosperous. Situated at the intersection of the Union Pacific and Burlington & Missouri River Railroads, its facilities for transportation are unsurpassed. It has four trains to and from Denver each day.

Long's Peak Commandery, located here, is regarded as one of the best drilled Commanderies in the state.

Regular round trip fare from Denver, via the Union Pacific Railway, $2.00; during Conclave, $1.50.



The "Loop."

CLEAR CREEK CANON, on the Union Pacific Railway, is but fifteen miles from Denver. Entering this gorge, for nearly sixty miles one follows this picturesque marvel. When one is restored to the quiet of home, the effort to place this picture again before the fancy is fruitless; there remains a vision of a resistless torrent rushing madly down a wide chasm, which can be likened only to one of Dante's appalling scenes in the "Inferno:" overhead a haunting hands-breadth of gleaming sky; the grim walls close enough at times to touch as you flit by; fantastic shapes carved upon the mountain, bold profiles and fairy castles and tranquil summer land into which you occasionally dash, make this canon different from anything of its kind in America.

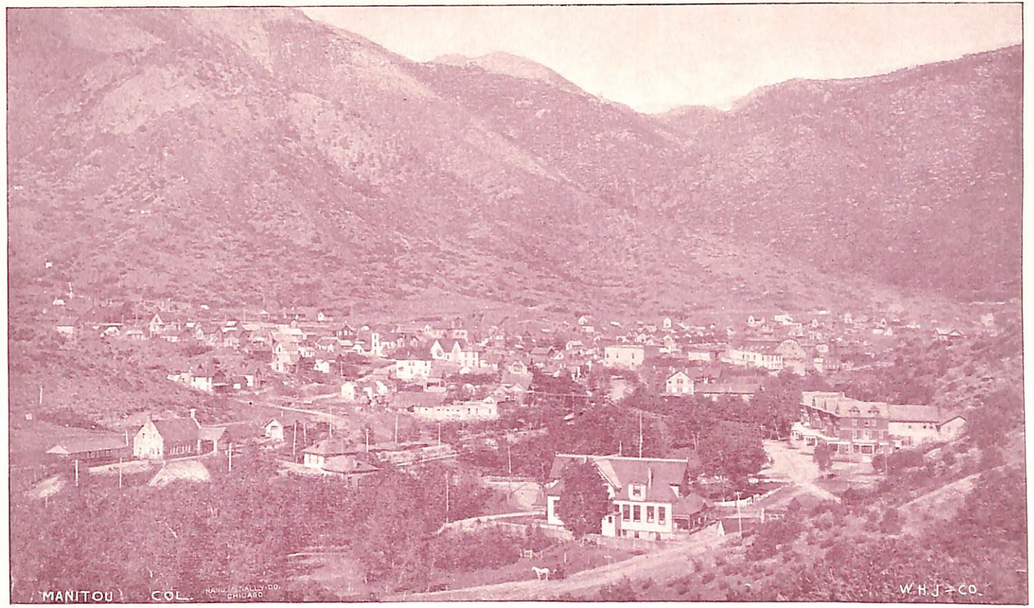
Perched above Georgetown is the famous "Loop," that wonderful piece of engineering skill now world-famous. Passing above West Clear Creek, with just a glimpse of the picturesque bridge that spans Devil's Gate, the road runs under the great viaduct and rises and rises until you have left the city hundreds of feet below and to the north; but, with a sudden turn it is again seen, with the train this time rushing toward the city and still climbing; again a turn to the east, now down ninety feet below is the track just passed; away again on the further side of the mountain, again crossing to the west side; suddenly turning to the east until the "Big Fill," seventy-six feet high—too sharp a curve for a bridge—has given another circle to the track; then with a turn to the west, around the slope of McClellan Mountain, still another view of Georgetown, with all the tracks in view each seeming to have no relation to its neighbor, until another valley in the mountains discloses the pretty village of Silver Plume, the close ally and best friend of Georgetown. But the "Loop" is a railway on a "bender"—it is the apotheosis of gyration, the supreme luxury of entanglement—yet all wisely, clearly, skillfully planned—a wondrous monument of human genius and engineering skill.

"THE LOOP" NEAR GEORGETOWN COL.

MANITOU.

MANITOU left out of a trip to Colorado would be like going to Italy and not seeing Rome. The scenic beauties and exquisite climate of the mountain region of Colorado are the wonder and admiration of the world, and Manitou is the rarest, most perfect gem in all that region. The city lies in a divinely-shaped valley for a cradle, from which the eye strains upward to reach the eagle's lofty rest. Noisy, sparkling brooks glide merrily from out the darkling walls of many a quaint and yawning canon, and meeting in a broader, smoother stream, flow through the vale in purling, graceful windings. Arcade paths, secluded nooks, smooth, curving driveways, cool and shady parks, hanging rustic bridges, and many busy, bubbling springs where health and vigor leap from earth and vie in healing power with the pure, invigorating and gladdening atmosphere of this most favored spot. Such—at a glance—is Manitou. More than 150,000 people visit this charming city every year; it is destined to become the most popular resort on the continent. There are numerous excellent hotels, extensive liveries, wonderful caverns, a fine bath house, and a never ending panorama of wonders, all within easy access. The sale of Manitou's wonderful mineral waters has become enormous, and through their dissemination the name of MANITOU is becoming a household word throughout civilization. The Manitou & Pike's Peak cog-wheel railway—the most remarkable and highest of the kind in the world—has been successfully operated for more than a year, and the interesting journey to the summit of Pike's Peak is now accomplished with ease, safety and rapidity. A three hours' ride from Denver carries one to Manitou, the paradise of the Rockies.

Regular round trip fare from Denver, via Denver & Rio Grande, Colorado Midland, Union Pacific, Chicago, Rock Island & Pacific or Atchison, Topeka & Santa Fe Railways, $4.75; for Conclave, $2.25. Principal hotels are the "Barker," "Cliff" "Mansions," "Manitou" and "Iron Springs."



Marshall Pass.

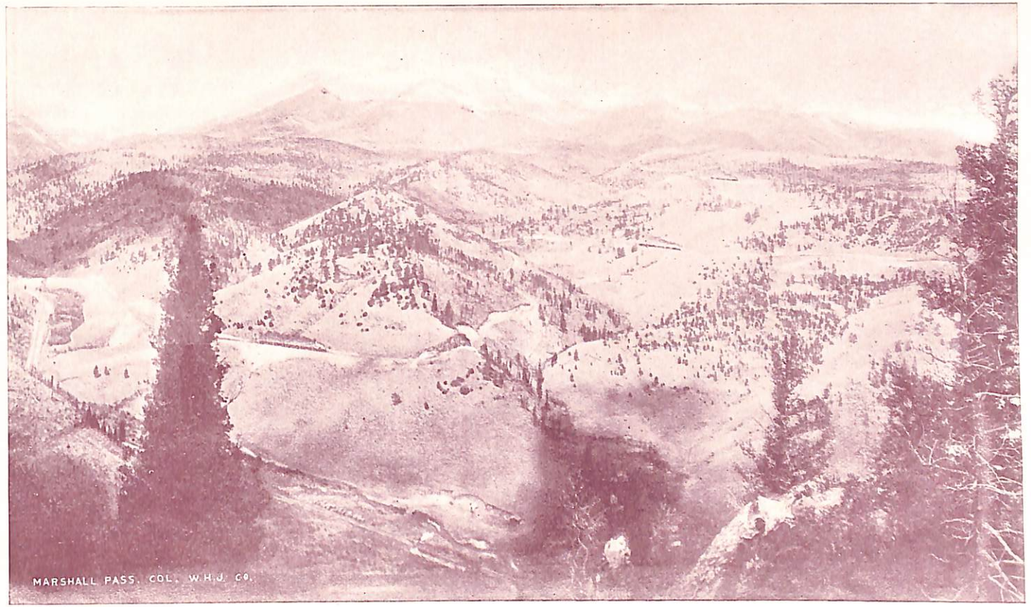
MARSHALL PASS is located on the Denver & Rio Grande Railroad, which is justly and universally known as "The Scenic Line of the World." From the car windows of its trains can be seen the grandest spectacles of Nature's wonders presented by any railroad in the world. A trip from Denver to Ogden over the "Scenic Line" is a liberal education, and one can thus acquire a more thorough knowledge of the marvelous railway engineering and the wonders of the Rocky Mountains than by any other means.

Nothing but a lack of knowledge of these facts can excuse any one making a transcontinental journey, for missing the wonderful scenery of the Denver & Rio Grande Railroad. Should we attempt to give even the briefest list of the points of interest to be seen on this famous line, we would require several columns to do so.

Who is there that has not heard of the Royal Gorge, with its walls of granite, towering above the track in majestic grandeur to a height of nearly half a mile!

Who has not heard of the famous "Marshall Pass," crossed at an altitude of over two miles above the sea! Who has not read of the wonders of "The Black Canon," the great gorge of the Gunnison! Who has not heard about the marvelous "Castle Gate!"

The best thing to do is to journey over the line itself, and by so doing you will hang such pictures on the walls of memory, that all the attempts of the most celebrated artists will seem weak and trivial in the presence of Nature's majestic works among the snow-crowned peaks of the Rocky Mountains.



Montrose.

Montrose, the county seat of Montrose County, one of the largest in the state; situated on the Uncompahgre River, is the thriving metropolis of the western slope of the Divide and the commercial centre of one of the richest agricultural and fruit growing sections of Colorado. Founded less than ten years ago on lands once the hunting ground of Ouray, Colorow, Sapinero and their bands of Ute braves, its progress has not been surpassed by any town in southwestern Colorado, in extent of improvement and rapid increase in wealth and population. Beautiful for situation, occupying a commanding position in the Uncompahgre Valley, almost surrounded by the lofty San Juan Range of mountains; overtopped by the frowning peaks Uncompahgre, Mt. Sneffles and Hayden; the mountain view is one of wonderful sublimity.

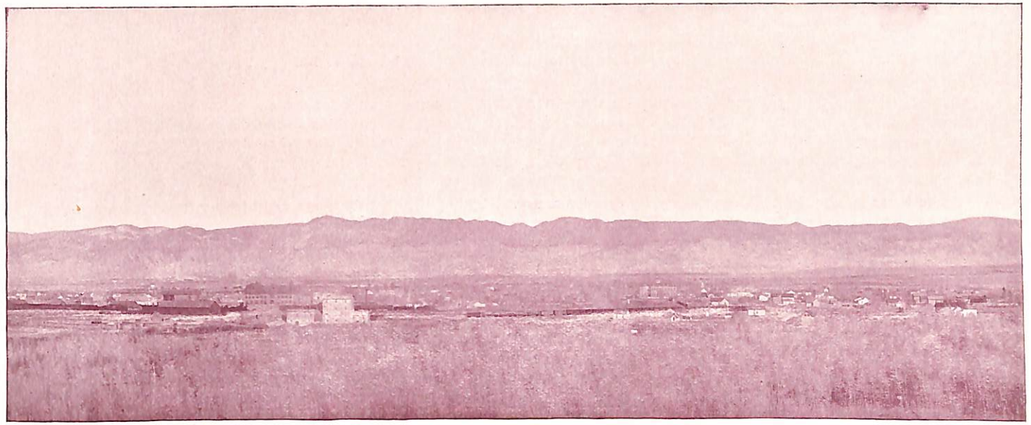
A population of 2,000, gathered in an agricultural section in less than ten years; two large roller process flouring mills; an electric light plant; water works under direct pressure; large hotel, opera house, fine schools and churches; two newspapers; United States Land Office, and the only United States Signal Service Station in western Colorado; two of the finest bank buildings in the state; fair grounds, luxurious and well appointed club rooms with all modern conveniences, bespeak an enterprise customary to the West.

A genial, yet bracing climate, extremely acceptable to invalids, with mineral, artesian, sulpho saline medicinal waters, unequalled in the state; cool nights, mild and pleasant winters and freedom from atmospheric disturbances, renders it a comfortable and acceptable place for the seeker after health.

Montrose County is one of the finest agricultural counties in the state, and is a banner fruit country unsurpassed by any section; fruit of every description, of large size and excellent flavor, is grown in numberless orchards, and a steady, profitable market is afforded by the neighboring mountain and mining towns.

Points of interest: Ouray's home, a few miles north, and the Cantonment or Ft. Crawford, the artesian wells and baths, the beautiful and well cultivated ranches, immense herds of range cattle and the numerous fruit orchards which are so wonderfully prolific that they must be seen to be appreciated.

Regular round trip fare from Denver, via Denver & Rio Grande Railroad, $21.70; for the Conclave, $13.55. Principal hotel is the "Belvedere."



Monte Vista.

MONTE VISTA is the gem, and agricultural center of the San Luis Valley. All the important ditches of the valley radiate from the Rio Grande River in its vicinity; most of the irrigated lands are tributary to it and are extremely fertile. Properly irrigated, they produce 25 to 55 bushels of wheat; 40 to 120 of oats; 40 to 75 of barley, and 200 to 500 of potatoes, per acre.

Monte Vista has the most equable climate in the state. High mountains on all sides protect it from outside storms. Highest summer temperature in the shade, 84°. Few winter winds; little snow; sunshine nearly every day, with cold nights. Autumn weather nearly perfect. Stock pastured the whole year. Three hundred and forty-five days of sunshine. Air and roads extremely dry. No mud; but little dust. Dry air makes zero appreciably 20° warmer than thermometer indicates. No cyclones.

Monte Vista is supplied with superabundant artesian water. Within 400 feet there are eight heavy artesian water strata. Over one hundred wells in town; cost fifty dollars each.

Monte Vista's pure water, dry air, freedom from heat, insects and malaria, indicate it as the coming health resort of the valley and state. Asthma, incipient consumption and inflammatory rheumatism are surely cured. Fine duck shooting and trout fishing for invalids.

The mountains adjacent are full of gold, silver, iron and coal. Recent discoveries indicate some of the best camps in the state. Many water wells have gas flows. Oil is nearly assured.

Monte Vista has a $75,000 hotel, State Soldiers' Home, headquarters of ditch companies, 125-barrel flour mill, foundry, two banks, four general stores, eighty-eight business places. It is a prohibition town with good society, six churches and a public library. No town debt. There are lucrative investments in all directions. Surrounded with green fields yielding bountiful crops, nestling in the valley and protected by the encircling mountains, Monte Vista, the inviting, generously welcomes all who worthily come into her growing family.

Regular round trip fare from Denver, via Denver & Rio Grande Railroad, $24.40; during Conclave, $12.20. Principal hotel, "The Blanca."

Ouray.

Ouray, the gem city of the Rockies, is three hundred and eighty-nine miles from Denver. It is situated in the center of the great San Juan mining district, on the Denver & Rio Grande Railroad, about midway between Denver and Salt Lake. Altitude 7,600 feet. Population 4,000. The city is noted for its rich mines, hot and cold medicinal springs, unsurpassed climate, romantic and picturesque scenery, and as a health resort.

Mineral output for 1891, $4,500,000, gold and silver.

The city is provided with churches, schools, three newspapers, seven hotels, an opera house, miners' hospital, special and general stores, mills for treating ores, and all the concomitants of a thrifty young city.

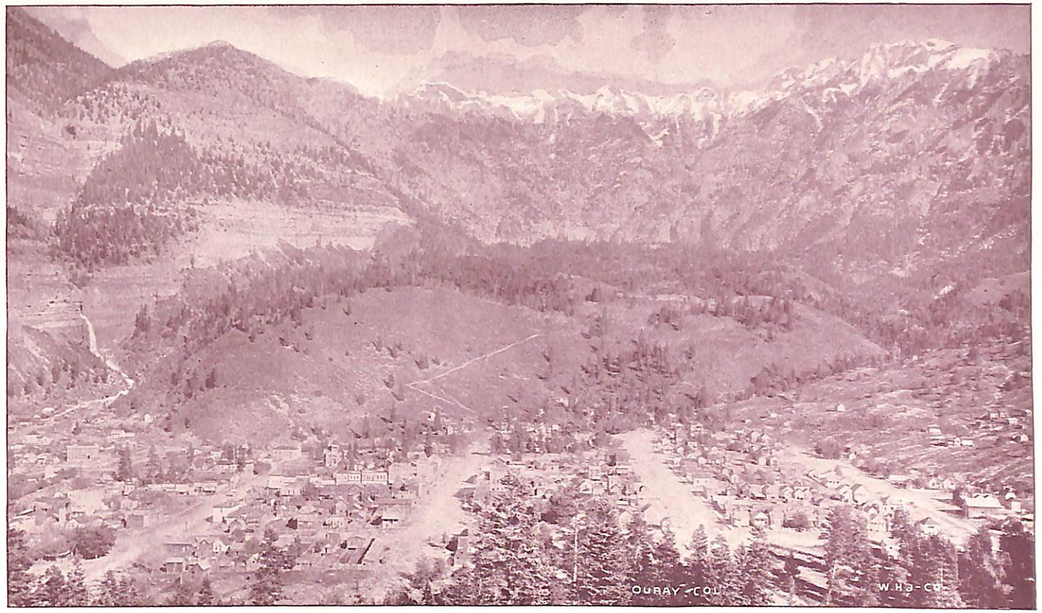
The city is lighted with electricity, has a good system of water works and perfect sewerage.

For its health, wealth and beauty it has become famous as a place of resort for people from all parts of the world.

The waters from the springs have proven of great benefit to invalids, the curative powers being unequaled in cases of blood diseases.

Buy "Circle" ticket over Denver & Rio Grande Railroad and visit Royal Gorge, Marshall Pass, Black Canon and Ouray, returning via Red Mountain Mines, Toltec Gorge, the Cumbres and Conejos Mountains—the grandest ride on earth.

Regular round trip fare from Denver, via Denver & Rio Grande Railroad, $25.00; for the Conclave, $15.65. The principal hotels are "The Beaumont" and "The Dixon."



Pueblo.

Pueblo, one hundred and twenty miles from Denver, is the second city in the State; the Pittsburg of the West and the "Bullion City of the World." It is situated at the confluence of the Fountain Qui Bouille with the Arkansas River in a most fertile valley, whose waters supply an abundance to irrigate the extensive surrounding plains. Twenty-two passenger trains enter and leave the city daily. Population, 42,000; altitude, 4,700 feet. It is at the center of the Denver & Rio Grande system of railroads, and to visit any places of interest on the "Scenic Line" one must pass through it. The Atchison, Topeka & Santa Fe, the Missouri Pacific, the Union Pacific and the Chicago, Rock Island & Pacific also center at Pueblo.

Its leading industries are: The smelting and refining of precious metals, whose combined capacity is the largest of any city on the continent, if not in the world. The output of these works for 1891 aggregated $12,319,000. Refined silver bullion, ingot copper, bar and sheet lead and lead pipe are the chief products.

The steel works of the Colorado Coal and Iron Company is the largest iron works west of the Missouri River. Its leading products are pig iron, steel rails, merchant bar iron and iron pipe: its business for 1891 aggregated $7,000,000.

The Rocky Mountain Oil Refinery, the largest plant in the West, manufactures paraffine, celluloid, lubricating oils, etc.

Other manufacturing establishments of Pueblo are, beet sugar industries, extensive iron foundries, brass foundries, large fire brick plants, artificial ice factory, cement works, cracker factory, etc.

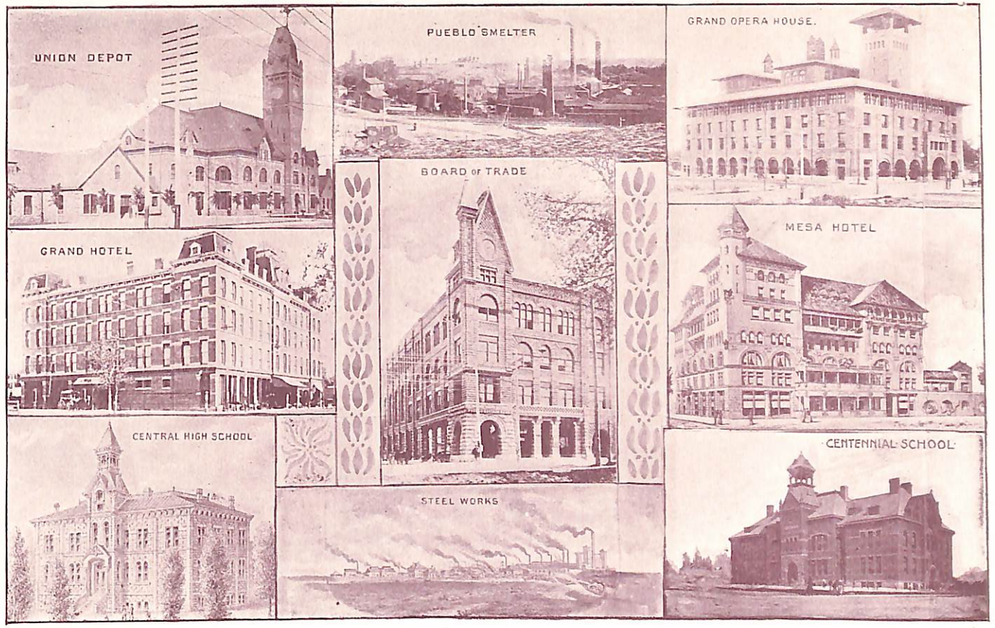
Without a doubt nature selected the site on which Pueblo stands as a manufacturing center, for, from all the fields of precious metals, mountains of iron and thirteen hundred square miles of contiguous coal deposits with a stratum averaging six feet, it is a "down-hill pull" to Pueblo.

Pueblo has excellent hotel facilities. It has fine curative magnetic springs, twenty-six churches and twelve fine school buildings. The pure and dry climate of Southern Colorado is renowned and unrivaled, making Pueblo the most delightful winter resort in the West.

Objects of interest to visitors are the Colorado Mineral Palace, the steel works, smelting works, grand opera house, Lake Minnequa, Hitchins art studio, etc.

All visiting Knights Templar, their families and their friends, will be most heartily welcomed by Pueblo Sir Knights, who hope to prove they practice as well as preach the Golden Rule.

Regular round trip fare from Denver, $7.00; during Conclave, $3.00. Principal hotels are the "Grand," "Union Depot," "St. James" and "Fariss."



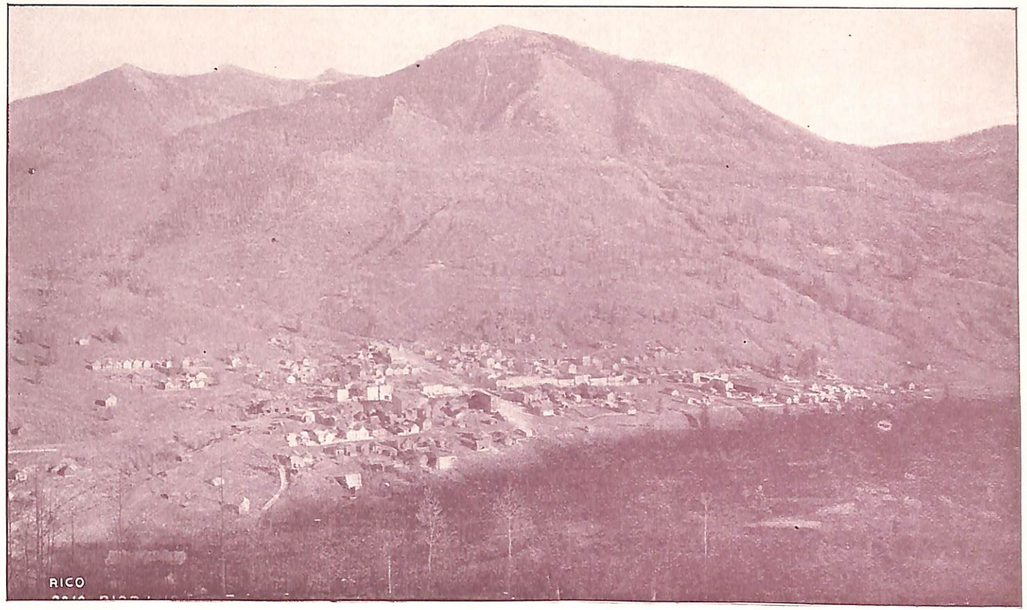
Dolores County.

Rico, the county seat of Dolores County, is one of the most prosperous mining towns in Colorado. It has all the natural advantages necessary to make it the Queen Camp of the San Juan. The Rio Grande Southern Railroad, lately completed to Rico, traversing lofty plateaus and winding through dismal canons, lying in sinuous folds on the mountain sides, and clinging to precipitous crags and jagged peaks, is a continuous invitation to tourists. Mineral springs, both hot and cold, abound and the climate is delightful.

The ores lie in fissure veins and contact measures. Both American and English capitalists have invested heavily in Rico's mines. The formation of the vast mineral district has been demonstrated but recently, and immense bodies of lead carbonate ore, running high in silver, have been found where, years ago, prospecting had been abandoned.

Rico now has more than fifty properties shipping ore, many of which pay enormous profits. The shipment of ore averages fifteen cars per day, representing an output of $300,000 per month, which is rapidly increasing. A substantial system of electric lights and water works, added to a costly school building and a magnificent court house in process of erection, bespeak the thrift of the people.

Regular round trip fare from Denver, via Denver & Rio Grande and Rio Grande Southern Railroads, $41.80; during Conclave, $21.65. Principal hotels are the "Enterprise" and "American."



Salida.

Salida is located on the Denver & Rio Grande Railroad, two hundred and seventeen miles from Denver. It is one of the prominent towns in Chaffee County, near the junction of the South Fork and the Arkansas Rivers; at an altitude of 7,050 feet, and has a population of 3,500. It has the finest climate on earth, and almost unlimited water power; a large agricultural area that for raising small grain and fruit is second to none; a cattle range that is unsurpassed both summer and winter, and is the central distributing point for the producing mining camps of Monarch, White Pine, Calumet, Bonanza, Cleora, Alder Creek, etc.

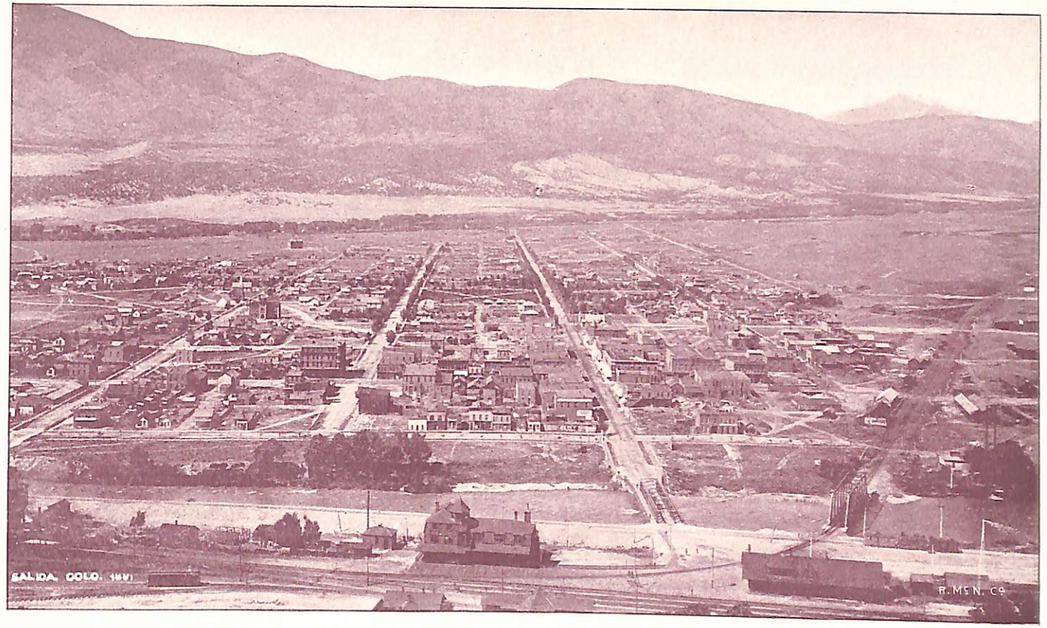
It has a very complete system of water works, and water is found running through the ditches on every street in the city at least ten months in the year. The famous Hot Springs, five miles above, and also six miles below the town, have a world renowned reputation.

In addition to the above, the city has a large new academy building, graded public schools and six church edifices.

The Denver & Rio Grande Railroad has extensive machine shops and round houses at this point, employing a large number of men. The monthly pay-roll of the railroad puts upwards of $30,000 in active circulation every thirty days.

Seven passenger trains arrive and depart from this place daily, and branch roads diverge from Salida in three different directions. This locality enjoys 320 sunny days in the year, and has the best winter climate in the United States. Home seekers and health seekers will find the fruition of their hopes in Salida, the Arkansas Valley and her mineral hills.

Regular round trip fare from Denver, via Denver & Rio Grande Railroad, $9.60; during the Conclave, $6.00. The principal hotels are the "Monte Christo," "St. Clair" and "The Arlington."



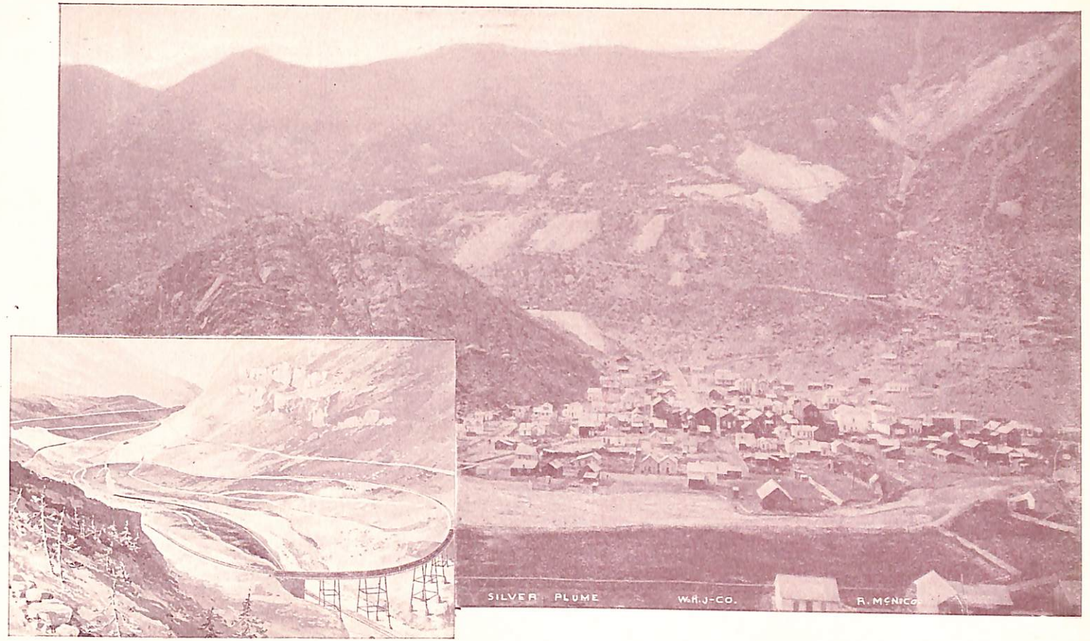
Silver Plume.

SILVER PLUME is a delightful mining town, fifty-four miles from Denver, at the head of the famous "Loop," on the Colorado Central Division of the Union Pacific Railway. It has a population of 1,200, and is 9,200 feet above sea level. Tourists and health seekers will find ample hotel accommodations, good livery, fine trout fishing, and excellent spring water. It is also well provided with churches, schools and a fine opera house; well stocked business houses, and supports "The Silver Standard," a live local and mining newspaper.

Within the town limits—five minutes walk from the station—four of the largest mining tunnels in the State can be visited, and practical mining seen: namely, The Ashby, Diamond, Burleigh and Victoria. Other prominent mines seen from the town are The Republican Mountain, Pay Rock, Dunkirk, Baxter, Pelican-Dives, Corry City, Coldstream, Seven Thirty, Dundeberg, Mendota and Terrible. The product ranges from one to three million dollars each. Among other mines are the Mammoth, Backbone, Baltimore and Shively; all of which are good producers. Many other properties of less pretentions will also come to the front when needed capital is applied for machinery, etc. The total production of this camp is about $20,000,000.

The trip to Silver Plume, through Clear Creek Canon and over the "Loop," is one of the grandest in the Rocky Mountain regions. This is the starting point for Grey's Peak, Brick Pomeroy's Tunnel, and the great Stephens mine.

Regular round trip fare from Denver, via Union Pacific Railway, $3.95; for Conclave, $2.25. Principal hotels, "Windsor," "La Veta," "City," "Babcock" and "Mountain View."



SILVERTON.

SILVERTON is five hundred miles from Denver. It is not until the tourist emerges from the Animas Canon and sees before him in grand panoramic view the broad expanse of Baker's Park that his enthusiasm reaches its highest pitch. Stretched before him on either side he sees the grandest achievements of supreme architecture. The tall spires of the mountain peaks rearing their snow capped crests into the blue space beyond, while dotted on their sides are hundreds of dumps which denote the openings to these silver treasure houses. Nestled between these monuments of nature, on a site as smooth as a billiard table, is the Town of Silverton: it has a population of 1,500 people, composed of business men, miners, etc. Within a mile or two of the depot is the famous North Star mine with its 12,000 feet of tunnels and shafts, and which is one of the objective points of interest for all tourists. This mine has produced over a million ounces of silver, five thousand ounces of gold and two hundred thousand tons of lead, and is the largest producer on Sultan Mountain. During 1891 Silverton sent out to the smelters 35,000 tons of gold, silver, lead and copper ore, valued at $5,000,000. There are 1,400 miners delving in the pits about the town, and no less than 900 miners are regular shippers, while 10,000 claims have already been discovered and are under process of development. There are seventeen mills and concentrators in constant operation and many more will be built in the near future.

The town has a $60,000 water works, is lighted by electricity and has a $10,000 school house. Its people are progressive, and Silverton wears an air of prosperity. There is no other place on the "Circle" that presents so many varied and interesting features to the tourist as does the Gem City of the Rockies.

Regular round trip fare from Denver, via Denver & Rio Grande Railroad, $41.80; for the Conclave, $20.90. The principal hotels are the "Sinclair," "Grand," "Walker" and "Silverton."

Telluride.

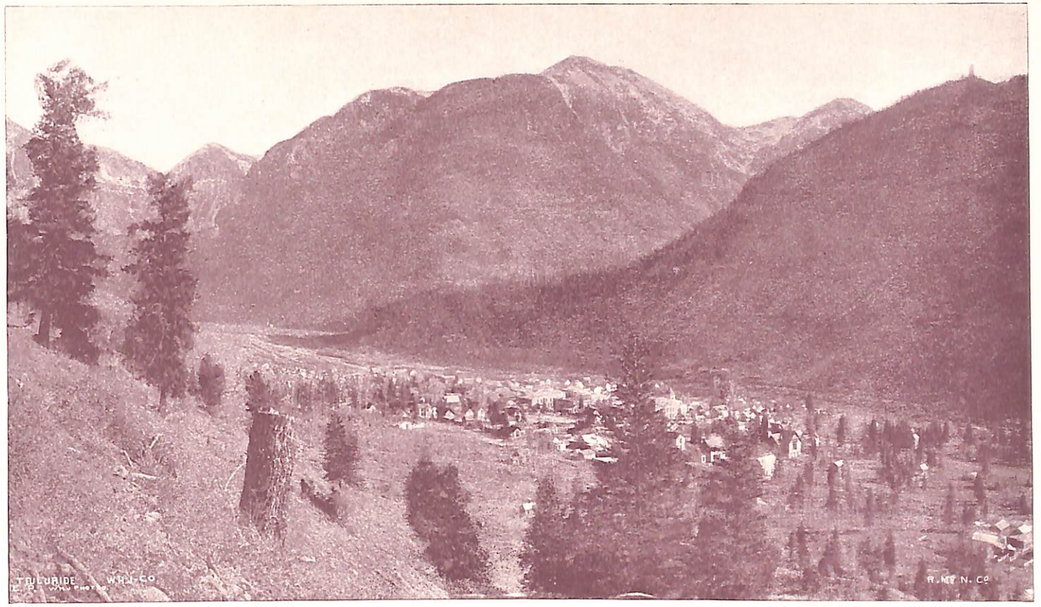
Telluride, the county seat of San Miguel County, is located on the line of the Rio Grande Southern Railroad, in a beautiful park near the head of the San Miguel River. It was first settled by white men in 1876 and was incorporated under the name of Columbia in July, 1878. The name was changed to Telluride in 1881. It is the supply and shipping point for one of the richest and best known mining sections of the state, and has from its foundation enjoyed a continuous and prosperous growth. Population 2,500. Has a large brick court house and commodious church and school buildings. Has also a system of water works valued at $30,000, and an electric light plant — Edison system — costing $50,000.

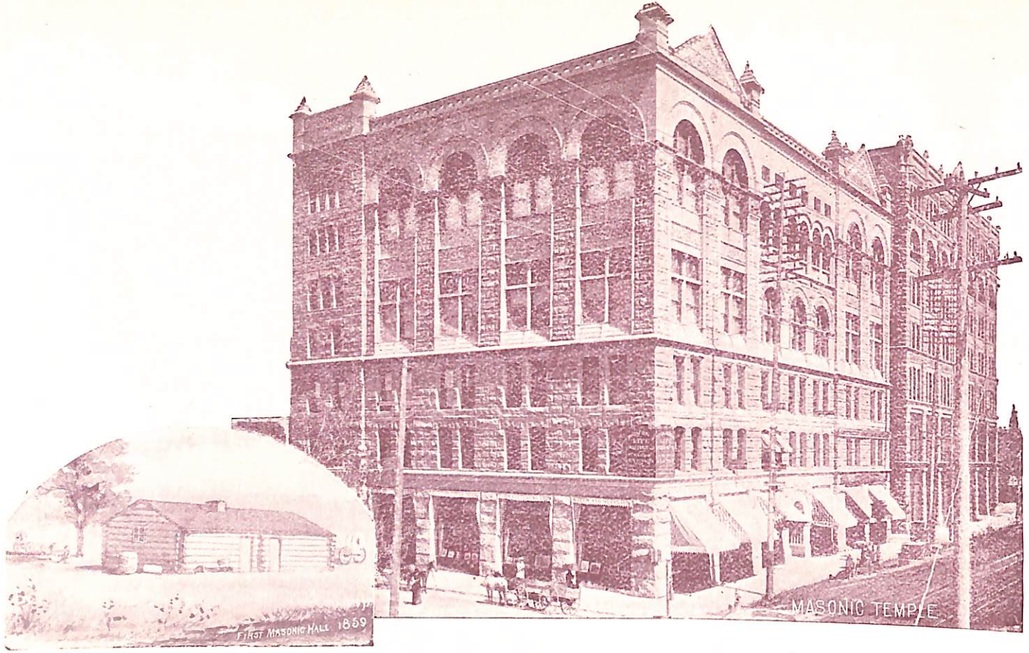
The output of our mines, both gold and silver, for 1891 was $2,285,600, and they are equipped with a milling capacity of 550 tons per day. More than one hundred new buildings were erected in 1891, costing from $50,000 down.

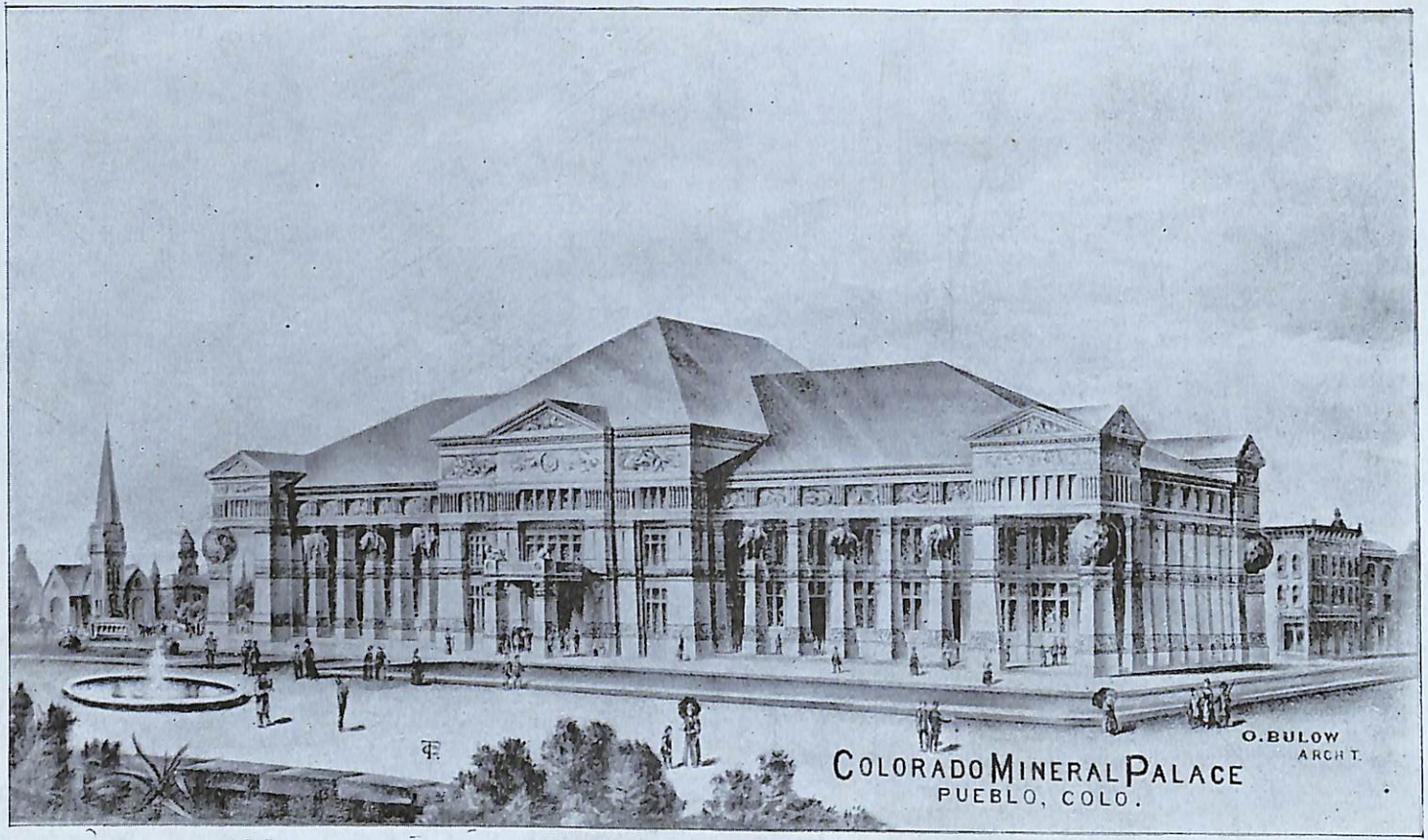
The Sheridan-Mendota Consolidated and Smuggler-Union Consolidated Mines employ over 500 men in out putting 25,000 tons of ore, and in development and equipment are not surpassed in the state. Electrical power has been introduced here with marked success, and 750 horse power of this form of energy will be operating quartz mills this year.

The scenic beauties surrounding Telluride are not surpassed by those of any section of the Rockies, and Bridal Veil Falls with its perpendicular plunge of 380 feet, once seen can never be forgotten. The elevation of the town is 8,400 feet, and an equable climate ensures good health. Our citizens are intelligent and progressive and are always ready to extend a hearty welcome to every new comer.

Regular round trip fare from Denver, via Denver & Rio Grande and Rio Grande Southern Railroads, $39.10; during Conclave, $19.55. Principal hotel is the "American."




FIRST MASONIC HALL 1859
MASONIC TEMPLE



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